

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 20-Nov-14

Time 9:40 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 001 Const Calendar Day: 163 Date: 18-Feb-2010 Thursday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 01-Mar-10 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☐ If no, explain:**Diary:**

Dispute

Work description.**LIFT 1W**

1- Two access holes were created on the deck, the south side opening was done yesterday and the north side today. It seems no access has been provided for post tensioning of the cables connecting 1W to pier W2 on both side of shear plates type 2.

2- The ABF crew started installing the vortex angle begin with PP12.

3- ABF has provided a piping system for compressed air in the Lifts 1W and 2W.

LIFT 4E:

1- The top flang of the T stiffeners for PPs 125, 126, 127 and 128 were reinforced with PL75x100 mm. The thickness is so that there is no gap between the stiffener plate and the web panel point. This reinforcement is done along E3 and E4 T stiffeners. This retrofit is performed by ABF based on the submittal 1459 and all aspects were inspected to conform with the drawings.

2- At PP 26 there is either one or two shim plates under the lower suspender bracket connection, it is difficult to detect the number of plates because of the height limitation. The plate has been forced to fit in position, however the ABF has problem fitting this plate in position. It is going to be monitored what action is going to be made.

3- At PP 28 there is a 4-5 mm gap between the suspender bracket and the deck plate. This gap is going to be disappeared when all bolt are tightened.

